

INTIMATIONS

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EXCLUSIVE AGENTS:

MOUTRIE'S.

[31-4]

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLEBROUGH, LONDON,
GENOA, COLOMBO
AND STRAITS.

THE Steamship

"GLENGYLE."

Captain R. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 21st inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 16th October, 1915. [1087]

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Steamship

"ST. BEDE."

Captain J. Fortay, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 22nd Oct., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd Oct. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 16th October, 1915. [1088]

"S.S. ATLANTIQUE."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimations is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 23rd October, at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 26th October, or they will not be recognized.

All damaged packages will be examined on Monday, 25th October, at 10 A.M.

No Fire Insurance has been effected.

Hongkong, 18th October, 1915. [1089]

VISITORS TO CANNON
Should Parade
FROM HONGKONG TO CANTON
BY THE PEARL RIVER.

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE \$1.75

On Sale at: "DAILY PRESS" Office.
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Messrs. A. H. WATSON & Co.

SWATOW SUGAR INDUSTRY. INTERESTING HISTORICAL SKETCH.

An interesting historical sketch of the sugar industry of Swatow is given in a recent report by the American Consul, Mr. E. C. Hanson, of that port, in the course of which he writes:—

Swatow's sugar industry reached its high-water mark in 1899, after which exports of both brown and white sugar steadily declined. In 1904, 1907, 1910, and 1911 slight recoveries were made, but since the last two years mentioned the sugar shipments from Japan and Hongkong have continued to force the Swatow sugar to give way in the markets of China, and Swatow's once great leading industry is meeting the same fate that befell China's tea trade. Coincident with the decline of the exports of Swatow sugar has been the increase in the imports into this sugar-producing district of Java sugar refined in Hongkong.

The temporary recovery of the trade in 1904 was due to a failure of the crop in Java, so that as all of the sugar of the 1903 local crop had been sold merchants were enabled to hold for a rise and the price of brown sugar increased from \$2.44 to \$2.83, and white sugar from \$3.44 to \$4.39 per hundredweight. Considerable white sugar, which had never before been sent away to foreign countries in any large quantities, found its way into markets outside of China. Still, during the same year imports of foreign sugar, both white and refined, increased considerably.

DOWNWARD SLUMP BECOMES MARKED.

The 1905 season found Swatow sugar again on the decline. The downward slump in 1906 was very marked. A significant feature of that year was the increase in the importations of white and refined sugar from Hongkong, Java, and the Malay States. These sugars, intrinsically superior, found a ready market in Swatow, and even undersold the local product. Exports of Swatow sugar increased in 1907, and imports of the Hongkong varieties decreased. Despite bad business conditions in Swatow in 1908, the sugar trade held its own. Prices advanced considerably in 1909 and exports fell off.

At this period it was becoming more evident that a taste for the cleaner and cheaper, though probably less sweet, foreign refined sugar was being generally acquired, and the disappearance of the crude Swatow product as a foodstuff did not appear to be likely to be compensated for by its occasional use in the arts as an ingredient in dyeing silk piece goods. It was reported that farmers were extending their orange orchards over the former cane brakes. The imports of foreign sugar made substantial gains during 1908.

The 1910 export figures for both brown and white sugar, brown especially, gained over the figures of 1909, while the imports of foreign sugar fell off. This was due to a rise in the world's sugar prices, consequent on the reported failure of the Cuban crop, which caused a brisk demand for the cheaper grades of sugar and gave an impetus to the trade in the native article. The revival of the industry continued in 1911 and imports reached a very low ebb.

INDUSTRY AFFECTED BY LACK OF IMPROVED METHODS.

Pessimism returned in 1912, and 1913 witnessed a further decline in the exports of Swatow sugar, while the imports of foreign sugar almost reached the record mark made in 1906. Absence of improved methods in the cultivation of the cane and in the preparation of the sugar still prevailed. The downward course of the local industry continued in the early part of 1914, but with the outbreak of war conditions commenced to change. Imports of sugar into Swatow in the last quarter of the year dwindled practically to nothing, and a demand was created for Swatow sugar to fill the place of the foreign article formerly imported. Without doubt the local industry will be stimulated during 1915. But apparent recoveries in the industry have not been due to any improvement in the intrinsic value of the article or in methods of production, but to disturbances in the world's sugar market, such as the failure of the Java crop in 1904, that of the Cuban crop in 1910, and the disappearance of Germany's beet-sugar export trade during the war.

The Chinese method of fertilizing the soil could be improved by using modern fertilizers in a scientific way in place of the more costly bean cake. There is a local concern making such a fertilizer, but the Chinese planters have retained the former methods. There are two varieties of cane produced in the district, one reddish in color, 8 to 7 ft. tall, and over 1 in. in diameter; the other called the white cane, which is 6 to 8 ft. high and 1 in. in diameter. The former in its natural state is popular with the natives, who chew it because of the excellent flavour of the juice; the latter is used for crushing to obtain the sugar that is marketed. Antiquated methods are used in extracting, evaporating, and refining the product. As a result, the sugar from the Hongkong refineries has been, taking the place of Swatow sugar, both in the north and Yangtze River Valley, and sugar from Japanese refineries has been driving native sugar from the markets in Manchuria.

The Hongkong sugar refineries are operated by companies that control Chinese coastwise shipping lines, and the Japanese refineries companies are in a favourable position for obtaining satisfactory rates from the numerous Japanese steamship lines, so that an American refining company either in the Hawaiian Islands or the Philippine Islands, unless suitable freight agreements could be made, would compete under difficulties with the Hongkong and Japanese refineries for a footing in the vast and promising sugar markets of China. If the United States were not handicapped by the lack of a merchant marine, or if favourable rates could be obtained, there would be no reason, other than too high a cost of production and refining, why sugar from the Philippine Islands should not gain a footing in the Chinese market.

WAR RISK INSURANCE ON SHIPPING.

The Times of the 14th ult. says:—

We understand that the London group of War Risk Associations is about to make a call of 10s. per cent. on the value of the tonnage entered in its books. As the value of the tonnage is about \$80,000,000, the call—the first to be made by the group—will yield about \$8,000,000. Although this may seem a large sum, it should be remembered that, apart from the risk of total loss, the War Risk Associations have to provide for pensions, payments to dependants, and liberal allowances to owners who have vessels laid up in friendly neutral ports, such as those of the Baltic and Black Seas. The decision of the London group follows a call of 1 per cent. by the North of England Protecting and Indemnity Association.

CAUSE OF THE DECISION.

It will be remembered that three Associations, or groups of Associations (the third is the Liverpool and London) are working the same line of war insurance for the Government. The present low premiums current are 15s. per cent. for a single voyage, or 14 per cent. for a three months' policy—equivalent to 6 per cent. per annum. Of these premiums, 80 per cent. goes to the Government and 20 per cent. is retained by the Associations, the losses being borne by the Government and the Associations in the same proportions. But in many cases the values that may be insured under the Government scheme are inadequate. Originally the amount was to be the first cost minus depreciation at the rate of 4 per cent. per annum. Then when the value of tonnage had risen considerably a further 20 per cent. was allowed to be insured. The total values that could then be insured were still frequently inadequate, and no objection was placed in the way of the Associations' insuring additional amounts at their own risk. Both the North of England Association and the London group accepted such insurances. Probably the value of tonnage within the past 12 months has appreciated by quite 50 per cent., with the result that very large sums are frequently insured over and above the values accepted by the Government. These insurances are accepted at the same rates as those placed under the Government scheme, and it is the payments for these, coupled with the liability of 20 per cent. borne by the clubs under the Government scheme, that renders a call now prudent.

NEED FOR HIGHER VALUATIONS.

Whether it would be desirable for the Government to raise the rate of premium from the low level to which it has been reduced is another matter. Not improbably the question is being carefully considered. Freight rates are now on a basis favourable to an increase, but probably only the experience of the next few months would show whether such an advance was necessary. In any case many hold that the immediate need is for the Government to accept a higher valuation under its scheme, such as would be given by an additional 30 per cent., in order that the values insured under the Government scheme should more nearly approximate to the present market value of tonnage.

MR. A. VANDERBILT'S WILL.

MONEY BEQUESTS EXCEED £2,200,000.

Mr. Alfred Gwynne Vanderbilt, who was drowned in the *Lusitania*, has left property in the United Kingdom of the value of £22,000, of which £13,850 is net personally.

The testator bequeathed to his wife, Margaret Emerson Vanderbilt, £200,000 as her absolute property; his houseboat *Venture*, all real estate known as Sagamore Lodge and Moose River Tract, and in the County of Hamilton, with the personal property therein, and also all his property in Gloucester House, Piccadilly (other than money and securities), and elsewhere in England, and the income from £1,000,000.

He also directed the executors to pay £400,000 either in cash or securities in discharge of the covenants contained in the Anti-Nuptial Agreement made in London on December 15th, 1911.

Mr. Vanderbilt gave £400,000 to any daughter by his wife Margaret Emerson, to each of his children born hereafter £200,000; to his brother Reginald C. Vanderbilt £100,000; to his uncle Frederick William Vanderbilt £40,000; to Frederick M. Davies £100,000; to Henry B. Anderson £40,000; to Frederick Lincoln £50,000; to each person in the employ at Oakland Farm, Portsmouth, Rhode Island, at Sagamore Lodge, at Camp Hill Lake, or at Moose River, and in London, for five years, an amount equal to his last year's wages.

RHODE ISLAND ESTATE.

To his eldest son, William H. Vanderbilt, he gave the real estate known as Oakland Farm, Portland, Rhode Island, with the live stock and personal property, with directions that it is to be kept intact, and no part sold or disposed of, such a sum of money as the executors may deem necessary for the upkeep and maintenance thereof until his said son shall attain twenty-one years of age, his coach, known as the *Venture*, the portrait and bust bequeathed to him by Article 11 of the will of his father, and the gold medal voted by Congress of U.S.A. to his great grandfather, Cornelius Vanderbilt, in 1895.

The residue of the property is to be divided into as many shares as he may leave sons by his present wife, Margaret Emerson, one-fourth of the capital thereof to be paid to them on attaining twenty-one years of age, one-fourth at twenty-five years of age, and the remaining two-fourths respectively on their attaining thirty and thirty-five years of age.

Affidavits are filed with the will made by his secretary, the assistant to the general agent of the Cunard Company, his solicitor, his brother, and others, as to his having sailed on board the *Lusitania* for New York, and of the effort made to recover his body.

SHIP RIPPED OPEN.

THRILLING STORY TOLD BY RESCUED OFFICERS.

NIGHT SPENT ON A REEF.

The *City of Nagpur* with 496 of the rescued from the M. M. liner *Euphrate*, which went ashore off Socotra during the early hours of Saturday morning, September 11th, reached Colombo on September 19th. Among those on board the *City of Nagpur* were the Captain, the officers, the engineers, and most of the European members of the crew of the stranded vessel.

In conversation with a *Times of Ceylon* representative one of the officers of the *Euphrate* told a most thrilling story of the disaster and of the rescue of the passengers and crew by the *City of Nagpur*, the *Collegian* and the *Tambora*.

At four o'clock on the morning of Saturday, September 17th, he said, "we were passing Socotra and it was shortly after that hour that we ran aground. The night was dark and a very heavy sea was running. The *Euphrate* came in contact with a submerged reef about three miles south-east of Cape Ras E-Brosch (which is the most easterly point of the island of Socotra). The vessel grazed the reef with a result that she was ripped open below the water-line almost from stem to stern. The sea began to pour in at a tremendous rapid rate, and soon the holds were filled and the boilers submerged. It was hopeless to attempt to back the vessel off, for had the Captain done so and had he succeeded in reaching deep water again the *Euphrate* must inevitably have sunk and hundreds of lives would doubtless have been lost. The Captain at once dropped anchor and the vessel remained fixed securely upon the reef in spite of the buffeting received from the waves, which were running mountains high.

"So rapidly did the water rise in the vessel that before wireless messages could be sent out calling for assistance the wireless sending apparatus had been submerged and the installation rendered useless. We were thus left in a very precarious condition nearly fifty miles off the beaten track and without the means of summoning aid. However, there was no panic, every one behaved well, and the utmost calm prevailed.

"When morning arrived we were able more definitely to ascertain our position. All around us were the rocks and close at hand could be seen the tops of the boilers of the P. & O. *Aden* which went ashore at this same spot some two years or more ago. At about 11 o'clock that (Saturday) morning the sea still showed no signs of moderating in violence—the Captain decided to send for help.

"We were about fifty miles from the usual track from Aden to Colombo, and, what with the heavy sea, the high wind, and the strong currents, the task of seeking succour was a perilous one. An officer in charge of a boat's crew of seamen set out in an open ship's boat with the object of getting into the track of the vessels on the Colombo-Aden run in the hope of being seen and picked up by a passing steamer. For eleven hours they battled with the sea and at about 10 o'clock in the evening they were sighted and picked up by the *City of Nagpur*. The *City of Nagpur* at once sent a wireless message to us—we were able to receive though not to send messages—in these words: 'Venons a votre secours.' (We are coming to your assistance.) The *Aden*, with which this message was received on board can be more readily imagined than described and when in the early hours of Sunday morning, we described the "City" boat in the distance our joy knew no bounds.

"However, our troubles were by no means yet ended, for the difficulties of transferring the passengers and crew from the *Euphrate* to the *City of Nagpur* were very real. In the meantime, it must be mentioned, the *City of Nagpur* had got into wireless communication with both the *Tambora* and the *Collegian* and both these vessels were hurrying to our assistance. All day Sunday the heavy sea continued, but, despite this, we were successful in transferring 94 passengers in three of our own boats. Not a single life was lost, though some of our boats were dashed to pieces in the efforts which were made to lower them.

"On Monday the sea became much more calm and the work was rendered much more simple. On Monday we succeeded in safely transferring nine boat-loads containing in all 270 passengers. Of these 149 were transferred to the *City of Nagpur*, 60 to the *Collegian* and 51 to the *Tambora*. The last-named vessel left the same evening. Still other boats were damaged during these operations, and on Tuesday morning the *Collegian* made an effort to send out her boats to us, but the current was so strong that these boats were carried far out to sea. The *Collegian* then steamed out, picked up her boats and approached us from another direction. On this occasion she came in very much closer to us, feeling her way very carefully, and as a result of the skilful handling of that vessel the boats were safely sent to us, and in this way the remaining 62 persons on board were saved. In the last boat to leave were the Captain, the officers, the engineers and most of the European sailors and they were safely embarked on the "City" boat at noon on Tuesday. The Captain of the *Euphrate* was the last to leave his ship.

BRITISH SHIP WRECKED ON JAPANESE COAST.

The British steamer *Rufford Hall*, from New York to Yokohama, via Muroran, stranded on the 6th inst. during a typhoon at Omazaki, in the Tanguu Straits and subsequently went to pieces.

The native crew, of forty-five, have landed on Benten-shima, but one lifeboat, containing the Captain, officers, and one passenger, is missing.

Torpedo-boats went out to search for the boat, which it is feared is lost.

WHY THE SERBIANS FIGHT SO WELL.

AN INTERVIEW WITH THE PRINCE RECENT.

"The moral force of a soldier fighting for his home and country makes him invincible over a soldier whose only force is that inspired by military discipline and organisation, and it is that force which has enabled Serbia to defeat the Austrians twice, and which will enable us to continue to be victorious to the end."

These words were used by Prince Regent Alexander of Serbia, the youngest ruling European monarch and Commander-in-Chief of the Serbian Army, to Mr. Henry Wood, special correspondent of the *United Press* in the Balkans, at a special audience granted at Kragujevac, the General Headquarters. In a five roomed cottage there the Prince lives a simple life surrounded by his officers, and working constantly.

"I had asked him," Mr. Wood says, "how it was possible for the little Serbian Army, already exhausted by two previous wars to be able twice to defeat the larger and superior Austrian organisation, and he replied in these words." The Prince said he was especially convinced of the continued efficacy and moral force of the soldiers of an agricultural country like Serbia, where every citizen owned his own home and farm, and added: "The poorest peasant in our army fights with grim determination to the death to save the little patch that is his and the country that insures it to him. Fighting like that he is invincible."

The Prince Regent said that the war, which began to maintain Serbia's independence, had now become a war for the liberation and unity of their brethren, the Serbians, Croatsians, Slavonians now under Austrian domination. After the war, Serbia hoped for a long period of tranquillity for her development.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

PARADES.

- 1.—Parades for to-day:
5.20 p.m.—The following men: Ptes. D. M. Whamond and C. M. McInnes (Scouts Company), Sappers W. Blyth, J. Ferguson and Moosden (Engineer Co.)—Musketry Instruction on Kennedy Road Range, Uniform (Drill Order) to be worn. Service rifles to be carried. Corp. Grimes, R.E., will attend.
- 5.30 p.m.—Recruits of all units (except Right Sec. M.G. Co. and Signalling Section)—Squad drill and Rifle exercises at Headquarters under Sergt. Major Highy and Sergt. Longmire. Remainder, nil.

DETAILS.

- 2.—Gun Club Hill, Kowloon:—
On duty until morning of 22nd inst.: H.K.V.R.
On duty 22nd to 29th inst.: Civil Service Company.
Officer on duty: Lieut. Lindsell.
P. of W. Camp, Kowloon:—
On duty until morning of 22nd inst.: H.K.V.R.
On duty 22nd inst.: Scouts Company.
Officer on duty: Capt. Hutchison.
Orderly Sergeant 22nd to 29th inst.: Corp. Lowick.
G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE

RED CROSS FETE, OCTOBER 21st.
Inspectors d'Almada and Sirdar Khan will detail eight and four men respectively. The No. 3 Company Patrols will attend, also Inspectors Hynes, Lammett, Taylor, Watt, Wilden, Sergeant-Major Royle, Crown-Sergeants McEwen and Wicheil, and P.-cs. Lindsay and Fyfe.

PATROLS.

I. CENTRAL.

- Up to and including Sunday, October 24th, as in orders of October 18th and 20th.
- II. WESTERN POLICE.
- Oct. 21st, 5.50.—Banje (S), Henderson (S), Gaskell (P).
8.50.—D'Aquino (S), Hyndman (S), Inspector d'Almada (P).
Oct. 22nd, 5.50.—Vieira (S), Yvanovich (S), Alves (P).
8.00.—Man Tat Cheung (S), Tang Cheung (S), G. Lee (P).
Oct. 23rd, 5.50.—G. P. Cruz (S), Xavier (S), D. Souza (P).
8.50.—Fyfe (S), Maxwell (S), Doughty (P).

III. EASTERN.

For October, 20th-22nd, as already published.

PROMOTIONS, ETC.

The Hon. O.S.P. has sanctioned the following promotions: Sergeant F. A. V. Ribeiro to be Crown-Sergeant, P.-cs. F. X. Botelho, F. H. Hyndman, C. A. Roza, J. M. S. Rosario, and P. A. Rosario to be Sergeants.

F. O. JENKIN.

D. S. P. (Reserve).

BADEN POWELL BOY SCOUTS.

HONGKONG II.

Friday, October 22nd.—Murray Barracks, Parade. Signalling Exercise and Company Drill, 5.30 p.m. Attendance Compulsory. Uniform to be worn. Orders re Miniature rifle practice will be notified later.

A. J. EDWARDS.

A member of the R.A.M.C., writing home from Flanders states that as he and another were burying an comrade, a picture postcard from his daughter fell from the dead man's pocket. It bore, in a childish handwriting, the following prayer:—

Daddy, darling, I am thinking
Of dear father far away;
And that you're free from danger,
Night and morn for you I pray.
Though from all of us you're parted,
Still I pray where'er you be,
That God will keep you from all danger
And bring you safely back to me.
Dona.

ASAHI BEER.

THE DAI NIPPON BREWERY



& CO. TOKIO JAPAN.

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.

HONGKONG.

979

G. B. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 16th July, 1915. [738]

JUST RECEIVED:

SEEDS.

GRACA & CO.

No. 11A, CANNON ROAD,

Hongkong.

Hongkong, 16th August, 1915. [1043]

ON SALE

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the

Yearly Approximate Average

For 28 years,

FROM 1874 TO 1900.

PRICE \$1 CASE.

On Sale at the Daily Press Office.
Local Bookellers.

NEW ADVERTISEMENTS

WANTED.

A FOUR or FIVE-ROOMED HOUSE on Higher Level, Unfurnished, from beginning November. Moderate rent. Apply—
P. O. Box 45.
Hongkong, 21st October, 1915. [1097]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"NAGOYA,"
Arrived Hongkong on 20th October, 1915.
From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed on trucks in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 20th October, 1915. [1]

ROYAL HONGKONG GOLF CLUB.

A FOURSOMES COMPETITION will be held over the Fan Ling Course for a Prize kindly presented by H.E. THE GOVERNOR.
CONDITIONS.
Members with Handicaps of less than 7 to be drawn by lot with Members with Handicaps of 18 or more.
Members with Handicaps of 7 to 12 inclusive to be drawn with Members with Handicaps of 13 to 17 inclusive.
Competition to be under Club Handicaps.
Intending Competitors are requested to enter their names on the board in the Happy Valley or Fan Ling Club Houses, or to send same in Writing to the Acting Hon. Secretary, care of Messrs. BRADLEY & Co., Ltd.
Entries will close on FRIDAY, 21st inst.
CHAMPIONSHIP.
The Competition for the above will be held over the Fan Ling Course, commencing on SUNDAY, the 31st inst.
Limited to Handicaps of 6 and under.
Intending Competitors are requested to enter their names on the board in the Club House at Happy Valley before WEDNESDAY, the 27th inst.
T. W. HILL,
Acting Hon. Secretary.
Hongkong, 15th October, 1915. [1082]

AN OPEN-AIR

CONCERT AND FETE

will be held in
THE PUBLIC GARDENS,
Albert Road,
IN AID OF THE FUNDS OF THE
BRITISH RED CROSS SOCIETY
and the
ORDER OF ST. JOHN OF JERUSALEM,
TO-NIGHT (THURSDAY),
OCTOBER 21ST, 1915, AT 9 P.M.

UNDER the Patronage of H.E. SIR HENRY MURPHY, K.C.M.G., H.E. Major-General F. VENTRIS, Rear-Admiral R. H. ANSTON, C.M.G.

Admission will be afforded at the Main Entrance and the Albany Entrance.

The Gates will be opened at 8.30 P.M.
By kind permission of Lieut.-Colonel L. A. WATSON and Officers the Band of the 74th Punjab will perform, and also The Police Reserve Band.

Vocalists:—Mrs. VILLIERS SMYTH,
Mr. A. J. ENGLAND,
Mr. H. E. MURIEL.

Tickets of Admission, 50 cents each, can be obtained at Messrs. S. MOUTRIE & Co., THE ROBINSON PIANO Co., and at either Gate on the night of the Fete.
Hongkong, 14th October, 1915. [1077]

ITALIAN CONVENT BAZAAR.

On SATURDAY, 23rd OCTOBER, 1915,
and following days,
Commencing each day at 10 A.M.

LADIES' DRESSES,
CHILDREN'S FROCKS,
TABLE COVERS,
HANDKERCHIEFS,
BOYS' JERSEYS,
BABIES' ROBES.
In a large variety of styles.

N.B.—No ticket will be interchangeable for Souvenir if presented after 30th October, 1915, when the Bazaar will be closed.

CHILDREN'S BAZAAR: A Special Feature of this year's Sale. Sweet Stalls: Dairy Chocolates and Maroons. Toys in great variety and at all prices.
Refreshment Stall.
Hongkong, 18th October, 1915.

FOR SALE.

ONE 104 B.H.P. HOENSBY ACKROYD
OIL ENGINE complete with and coupled direct to one 6 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shut regulator.
Also **ONE SWITCHBOARD** for **ACCUMULATORS, DYNAMO, & Co.** complete with instruments for 100 Amps.
For further particulars apply to—
LIVSTEAD & DAVIS,
Alexandra Buildings,
Hongkong, 16th September, 1915. [108]

HOUSES TO LET.

TO LET.

RAVENSHILL EAST, Park Road,
containing 6 Rooms, 3 Bath Rooms,
Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOCKER, DEACON &
HARSTON,
Hongkong, 19th October, 1915. [1094]

TO LET.

"GLENSHIEL," No. 141, Plantation
Road, Peak, from 1st November, 1915.
Apply—
LIVSTEAD & DAVIS,
Hongkong, 18th October, 1915. [1089]

TO LET.

No. 6, LYCEUM VILLAS,
Nos. 1 and 8, TORRES BUILDINGS,
Kowloon. Moderate rent. Ready for
occupation.
Apply to—
SPANISH DOMINICAN
PROCURACION,
Hongkong, 29th September, 1915. [983]

TO LET.

PARTLY FURNISHED for Six Months
from 1st November. FLATS in "EVO
MESS," No. 8, THE PEAK.
Apply Property Office,
JARDINE, MATHESON & Co., LTD.,
Hongkong, 16th September, 1915. [984]

TO LET—AT THE PEAK.

FURNISHED or UNFURNISHED,
3, Mountain View,
H. E. POLLOCK,
Princes' Buildings,
Hongkong, 15th September, 1915. [1046]

TO LET.

NORMAN COTTAGE, No. 2, Peak Road,
4 GOOD ROOMS. Immediate posses-
sion.
Apply—
PERCY SMITH, SETH & FLEMING,
Hongkong, 20th August, 1915. [876]

TO LET.

OFFICES in St. GEORGE'S BUILDING,
Second Floor, Overlooking Harbour,
immediate possession.
Apply to—
SHEWAN, TOMES & Co.,
Hongkong, 3rd December, 1914. [39]

TO LET.

A HOUSE in Kuntford Terrace,
Kowloon.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.,
Hongkong, 1st October, 1915. [48]

TO LET.

FOUR-ROOMED and THREE-ROOMED
FLATS in Humphrey's Buildings,
Kowloon, with every modern convenience.
Immediate possession. **FOUR-ROOMED**
FLATS in May Road, Kowloon, on or about
1st November next. Modern appointments
throughout, including English Bath and
Kitchen Ranges, Hot Water and Water
Carriage System. A few flats specially
designed to accommodate three bachelors at
reasonable rentals.
FOUR-ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.
TWO-ROOMED FLATS in Nathan Road,
Kowloon.
Apply to—
RUMPHREYS ESTATE & FINANCE
Co., Ltd.,
Alexandra Buildings,
Hongkong, 18th October, 1915. [853]

TO LET.

HARPERVILLE, Garden Road, SEVEN
ROOMS, Very Large Dining Room,
immediate possession, house in excellent order
Tennis Court and Garden.
Apply—
PERCY SMITH, SETH & FLEMING,
Hongkong, 20th August, 1915. [876]

TO LET.

OFFICES at 2, Connaught Road.
OFFICES in King's Buildings,
HOUSES in CLIFTON GARDENS,
Conduit Road.
NEW HOUSES in Broadwood Terrace.
HOUSES at the PEEL.
No. 21, WONG-NEI-CHONG ROAD.
No. 1, MORETON TERRACE, Causeway
Bay.
GODOWNS, at Wauchai,
GODOWNS, at New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.,
Hongkong, 16th October, 1915. [38]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL
MEETING of the Members of the
Hongkong Club will be held in the Club
House on FRIDAY, the 29th October, 1915,
at 2.15 P.M.
Business:—As set forth in the Notice
posted in the Hall of the Club.
By Order,
E. DES VCEUX,
Secretary,
Hongkong, 15th October, 1915. [1046]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the
Members will be held on SATURDAY,
the 30th October, 1915, at 12 o'clock Noon,
at the Office of the JOCKEY CLUB, on the
Ground Floor of the HONGKONG CLUB
ANNEX, Chater Road.
By Order,
T. F. HOUGH,
Clerk of the Course,
Hongkong, 16th October, 1915. [1035]

INTIMATION

If your hair is brittle,
If it lacks life and gloss,
If there is dandruff or it is
falling out,

OUR
RESORCIN HAIR
WASH

will restore it to a healthy state
by invigorating the scalp and
killing the dandruff germ.
Prepared only by

A. S. WATSON
& CO., LTD.,
HONGKONG DISPENSARY.

BIRTH.

TILLEY.—On October 14th, at Shanghai,
to Mr. and Mrs. PERCY TILLEY, a
daughter.

DEATH.

HANSEN.—On October 15th, at Shanghai,
HERMAN AUGUST HANSEN, late Chief
Officer str. Teh Hsing, aged 63 years.

Hongkong Office: 104, DES VCEUX ROAD, C.
London Office: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 21ST, 1915.

THE NATIONAL SERVICE
QUESTION.

It is not pleasant to contemplate the
prospect of another political crisis in the
United Kingdom which, according to Mr.
JOHN REDMOND, would instantly end the
political truce and rend the British people
into contending factions. While the
general character of the recent news from
Home makes it clear that there is
dissension in the Cabinet on questions of
capital importance, it would be little short
of disastrous to the moral of the nation to
take these disagreements to the hustings
in a General Election. The two questions
on which the Cabinet appear to be divided
are conscription and the policy which
requires the dispatch of a considerable
army to the Balkans. These two questions
are inter-related, for dissent from the
Balkan policy doubtless has its origin in
the problem of putting into the Balkans
an army adequate to the probable needs
without endangering the prospects of
success in France and Flanders and in
Gallipoli. The recommendations for
national service made to the Cabinet by
Lord CREWE's Committee in its several
reports have served during the past
month to concentrate public attention
on the attitude of the whole Cabinet
toward the proposal for compulsory
service both in the army and the work-
shops. A month ago, according to one of
the London papers, the Cabinet was
opposed to conscription by a majority of
three. Lord KITCHENER was set down
as "uncommitted." Against Compul-
sion were Mr. ASQUITH, Sir EDWARD
GREY, Mr. BALFOUR, Lord CREWE, Lord
BUCKMASTER, Mr. McKENNA, Sir JOHN
SIMON, Mr. RUNCIMAN, Mr. BIRRELL, Mr.
McKINNON WOOD, Mr. HARCOURT and

Mr. ARTHUR HENDERSON. For Com-
pulsion there were Lord CURZON, Lord
LANSDOWNE, Mr. LLOYD GEORGE, Mr.
CHURCHILL, Mr. BONAR LAW, Mr. A.
CHAMBERLAIN, Lord SELWYN, and Sir
EDWARD CARSON. The latter has just
resigned from the Cabinet, and we
think this in itself may be regarded
as a hopeful sign that the Coalition
Government will not come to grief. It
indicates, at least, the absence of a
desire to force a dissolution. Mr.
BONAR LAW, Mr. LONG and Mr.
CHAMBERLAIN are described as not
inclined to press for a compulsory
policy if it should lead to schism in the
Government of the country. So far as
Lord KITCHENER's views on the subject
are known, his lordship has been
regarded hitherto as being of opinion
that the moment had not arrived when
compulsory military service was neces-
sary, and, according to a recent telegram,
his lordship takes the perfectly proper
attitude that it is for him as a soldier
to state the country's need for men and
leave it to the country to supply the
need in the way it deems best. We have
yet to learn that the voluntary system
has failed to furnish the men that Lord
KITCHENER requires. Whether or not
there shall be compulsory service both
in the army and in the workshops,
seems to us to rest entirely on the
judgment of Lord KITCHENER. Once
his lordship is convinced that it is
necessary, the opposition, we believe,
would vanish like thin smoke. The only
questions which would then remain are,
first, the possibility of training in time
the increased numbers which would be
available under conscription; and then
the question as to how a very large
voluntary force could be mixed with a
smaller conscript force. Had compul-
sory service been adopted from the
beginning the latter problem would not
have existed, but at this stage there
are difficulties not easy to surmount.
Yet to most foreigners, and even to
a considerable number of Eng-
lishmen the expedients which are
resorted to in order to raise a
voluntary army—the open-air meetings
the advertisements in the newspapers,
the posters on the hoardings, and, above all,
the personal canvassing, often by women,
are regarded as unworthy the dignity
of a Government. But these very
expedients reveal the fundamental
differences between the British and the
Continental conceptions of Government.
A writer in *The Nation* recently put the
matter very succinctly when he said that
at the bottom of the foreign critic's mind
is the underlying assumption that a
Government commands; it does not
exhort. It speaks seldom, but when it
speaks there is only one mood of the
verb which it may fitly use—the
imperative. If it stoops to reason or
appeal, it in some way lowers its
authority and weakens its prestige.
The answer of a mind steeped in the
British tradition, it was suggested,
would be that, on the contrary, a Govern-
ment, when it appeals in this way for
volunteers is using its prestige and
drawing upon its reserves of moral author-
ity, and the extent of the response is
the measure of the respect and confidence
it enjoys. Hitherto these appeals have
met with a ready, an enthusiastic—
indeed, a magnificent response. But as
the struggle develops so the demand for
men grows. The important question
now is not so much whether this
additional strength is obtainable by
voluntary recruitment, as whether it is
not to the greater advantage of the
country that it should be gathered by
some quicker method than the slow pro-
cess of persuasion. The whole question
is one which seems to rest mainly with
the War Office, which has only to state
its requirements and to tell the Govern-
ment and the country that it is in a
position to train and equip new
battalions at a faster rate than they are
being now formed, and once that is done
we doubt if any serious objection would
at this stage in the war be offered to the
adoption of Conscription.

A mail for Europe via Siberia closes
to-day at 3 p.m.

According to advices received by the
Mitsui Bussan Kaisha, Japan, this year's
prospective yield of sugar in Java is
1,200,000 tons, or a decrease of 20 per
cent. as compared with last year.

A valuable haul was made by a Police
cossack on a junk in the Harbour on
Saturday. Nine pistols and 5,740 rounds
of ammunition were seized, and four men
and a woman arrested. At the Magistrate's
yesterday Mr. Otto Kong Sing ap-
peared for the defence, and the case was
remanded.

It is announced that Rear-Admiral
Bristow, Surgeon-General of the U.S.
Navy, is studying the effect on American
officers and men of prolonged visits to
tropical climates. One ship's surgeon
has reported that there is a pronounced
deterioration of the mental and physical
powers after a six months' stay in the
tropics.

At a meeting of the Hongkong Football
Association last evening Commander F.
Gibson, R.N.; and Captain Morris, 4th
Shropshire L.I., were elected judicial
members of the Referees' Board. The
Hon. Secretary announced at a meeting
of the Hongkong Football League, which
followed, that application for admission
to membership of the Second Division of
the League had been received from the
Hongkong University, the Staff and De-
partments, Islamic Club, and the 83rd,
87th, and 88th Companies of the R.G.A.
Fourteen teams will thus compete in
Division II.

A bumper programme was given by the
Naval Concert Party at the Victoria
Theatre last evening, the performance
being on behalf of the Red Cross Fund.
Items were contributed by the follow-
ing:—Messrs. W. Bouley, Banks, F.
Simms, J. Bradley, "Abie Cohen," A.
Beale, F. Cook, H. Dunn, W. Nicoll, J.
Brooks, Millar, A. Ward, J. Robson, and
S. Venner. There was also a boxing
skit, "The Bruiser's Waterloo," in
which the characters were sustained by
the following:—Messrs. G. Robson, A.
Ward, J. Cleave, W. Langshaw, J. C.
Baird, and S. Colyer. The programme
was of a very miscellaneous description,
and gave great pleasure to the crowded
house. The Management of the Theatre
staged a fine war picture entitled "For
Honour and Country."

The *Manchester Guardian* on Septem-
ber 21st published an illustrated supple-
ment of 24 pages on British trade
prospects in China. President Yuan Shih
Kai in a cable to the Editor expressing
his appreciation of this enterprise said:—
"Inasmuch as the trade of Great Britain
constitutes half of the total of China's
foreign commerce and in view of the
industrial supremacy held by the City of
Manchester, in which your publication is
domiciled, a better knowledge of the
actual trade conditions of China is bound
to produce a better understanding between
the peoples of the two countries, thereby
contributing to the continued prosperity
of the existing amicable trade relations.
In view of our plans for railway extension
and the development of our resources, the
foreign trade of China is bound to increase
greatly in the coming years."

TO-NIGHT'S FETE.

The Fete in aid of the British Red Cross
Society and the Order of St. John of
Jerusalem takes place in the Public Gar-
dens to-night at 9 p.m., the gates being
opened half an hour earlier. The price
of admission is 50 cents; an excellent
open-air concert programme has been
arranged, and it is hoped that the atten-
dance of the general public will be such
as will enable a substantial sum to be
forwarded to support the noble work
which is being done by the two organisa-
tions for whose benefit the Fete has been
arranged.

We may add to this the reminder that
the local fund in aid of these organisa-
tions closes to-day and that subscriptions,
of any amount, will be welcomed by the
Hon. Treasurer, Mr. N. J. Stabb.

WAR WITH BULGARIA.

LOCAL PROCLAMATION.

Proclamation was made yesterday by
H.E. the Governor that war has broken
out between His Majesty and Bulgaria.
It was also notified by the Colonial
Secretary that war was declared against
Bulgaria as from 10 p.m. on October 15th
and that a Proclamation was issued by
His Majesty the King on the 16th October,
1915, applying to the state of war between
His Majesty and Bulgaria the several Pro-
clamations and Orders-in-Council issued
with reference to the state of war between
His Majesty and Germany, and His
Majesty and Austria-Hungary, and then
in force, other than the Order-in-Council
issued on the 4th August, 1914, with
reference to the granting of days of grace.

During the hearing of a case at
Middlebrough the stipendiary remarked
that a single candle shining in a window
could be seen from a distance of three
miles. "People must be careful," he
added, "to have their windows shaded in
these times."

SHAUKIWAN MURDER TRIAL.
VERDICT OF MANSLAUGHTER
RETURNED.

The trial was concluded before the
Chief Justice (Sir Wm. Ross Davison,
K.C.), and a jury of whom Mr. Harold
Seth was foreman at the Criminal
Sessions yesterday of the case in which
Hon. Mau Yau was charged with the
murder of an old woman in a house at
Shauiwan.

A Hoklo interpreter gave evidence as
to prisoner's statement at the Police
Station, and prisoner questioned him as
to why he had omitted his statement that
a man and a woman assaulted him at the
time.

The interpreter said it was not im-
portant. He admitted that prisoner
said that the woman attempted to cut
him with a chopper, and that he
wrenched the chopper from her. Wit-
ness did not tell that to the Sergeant's
Interpreter on duty.

In answer to Mr. Alabaster (who
defended) witness said that the prisoner
admitted killing the woman with the
chopper, and witness told that to the
Sergeant-Interpreter. Prisoner did not
show witness any marks.

The Attorney-General said that when
prisoner made his statement about the
woman attacking him he had already
been charged. He did not then say
that the woman had detained his clothes.
The Chief Justice (to the interpreter):
Did you only interpret what you thought
was against the prisoner?

Witness returned no answer.

His lordship said that such a state of
affairs was serious. The statement which
the interpreter thought unimportant
was very important. His lordship
instructed Inspector Angus to inform the
Captain Superintendent of Police that in
his opinion this interpreter should never
again be allowed to act as an interpreter
for the Police.

Prisoner declared that he was on
friendly terms with the woman. If he
had murdered her he had two clear
days to get away. What he did he did in
self-defence. He had lost some clothes
and went to ask the woman if she had
taken them. They had a quarrel, and
the woman attacked him with a chopper,
which he took away and cut her with it in
self-defence. A man in the house
saw him "all over the body" and he
had to cut him as well.

Mr. Alabaster, replying to the con-
tention of the Crown that the onus was
on the defence to prove any circumstances
that would reduce the killing to man-
slaughter, said it was the first time he
had heard that it was for the prisoner
to prove his innocence and he hoped he
would never hear it again, as it was not
law. It was for the Crown to prove
their case, and in that they had miser-
ably failed. There was no evidence to
show that prisoner went into the house
for the purpose of committing a robbery.
In fact there was nothing in the house
worth stealing.

His lordship remarked that the jury
were at liberty to assume that the
prisoner, coming there as he did at
midnight, went there for the purpose of
committing a felony, and, assuming he
did so, the occupants were entitled to
arrest him. If the man stabbed the
woman, he would be guilty of murder.
Supposing that when he arrived at the
place he was immediately attacked by
a woman and he struck her in self-
defence, he would be guilty of man-
slaughter.

The Attorney-General submitted that
the story told by the prisoner did not
accord with the facts of the case.

The jury returned a verdict of man-
slaughter, and prisoner was sentenced to
ten years' hard labour.

ASSOCIATION FOOTBALL.
HONGKONG F. C. v. ROYAL
ENGINEERS.

On Saturday on the Club ground at
Happy Valley, there will be a "friendly"
game between the Hongkong F. C. and
the R. E., commencing at 5 p.m. punc-
tually. The following will represent the
Club:—R. S. Swan; J. Stalker, and F.
W. Black; P. B. Gardener, P. R.
Chassels, and M. L. Railton; N. V. H.
Croucher, W. Fraser, P. Tod, H. McE.
McTavish, and W. V. Pennell.

GERMANS AT THE HANKOW
CLUB.

TURNED OUT AT LAST.

At an extra general meeting of the
members of the Hankow Race Club held
on the 14th inst., a resolution expelling
enemy subjects was passed by 150 votes,
out of 181 members present, amid great
enthusiasm.

The **CHRONICLE** covers the notable events together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures and other Commercial Information.

The **CHRONICLE** and **DIRECTORY** is published in every possible manner containing every year 1200 pages.

SHIPPING

ARRIVALS.

CHINGCHOW, British str., 1,195, Jas. Doyle, 20th October—Port Paravall 17th October—Cement Stone—Shewan, Tomes & Co.
 CHUYANG, British str., 2,234, G. S. Holmwood, 20th October—Swatow 19th October—General—Jardine, Matheson & Co.
 HAITAN, British str., 1,180, J. W. Evans, 20th October—Swatow 19th October—General—Douglas Lapraik & Co.
 HIRYO-MARU, Japanese str., 2,295, Nakamura, 20th October—Mitsui 17th October—Coal—Mitsui Bussan Kaisha.
 HINSHU, British str., 1,896, Kennedy, 20th October—Sandakan 15th October—General—Jardine, Matheson & Co.
 KAITO MARU, Japanese str., K. Mura-kami, 20th October—Tamsui 17th October—General—Osaka Shosen Kaisha.
 KANGCHOW, British str., 1,222, Rees Lewis, 19th October—Bangkok 10th October—Rice and General—Butterfield & Swire.
 KITANO MARU, Japanese str., 1,942, F. E. Cope, 20th October—Shanghai 17th October—General—Nippon Yusen Kaisha.
 MALTA, British str., 2,357, C. C. Talbot, 20th October—Kobe 12th October—General—P. & O. S. N. Co.
 NAGAWA, British str., 4,294, A. B. Garwood, 20th October—London 5th October—General—P. & O. S. N. Co.
 NINGCHOW, British str., 5,836, H. L. Allen, 20th October—Singapore 14th October—General—Butterfield & Swire.
 PERSEUS, British str., 4,299, J. Rippenhausen, 19th October—Singapore 14th October—General—Butterfield & Swire.
 SEIYU-MARU, Japanese str., 912, R. Aoi, 20th October—Kobe 12th October—General—Order.
 TAIYU-MARU, Dutch str., 4,791, A. W. La Rose, 20th October—Muntah 14th October—General—Java-China-Japan Lijn.
 TAIYU-MARU, Dutch str., 4,791, A. W. La Rose, 20th October—Muntah 14th October—General—Java-China-Japan Lijn.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.
 October 20th.
 CHUYANG, Chinese str., for Shanghai.
 CHINGCHOW, British str., for London.
 PHRANG, British str., for Hongkong.
 WIMBLEDON, British str., for Canton.

DEPARTURES.

OCTOBER 20th.
 LANGCHOW, British str., for Shanghai.
 MORSEY, British str., for Singapore.
 ONSANG, British str., for Hongkong.
 RHESUS, British str., for Singapore.
 SADO MARU, Jap. str., for Shanghai.
 SELUN, British str., for Singapore.
 SIKKANG, British str., from Canton.
 SIKKANG, British str., for Hongkong.
 THRODAS, Dutch str., for Swatow.

LATEST STEAMER MOVEMENTS.

The str. *Montague* left Vancouver on Sunday, October 18th, and is due to arrive at Hongkong about Friday, November 12th.
 The M. M. Co.'s steamer from Marseilles for China and Japan on the scheduled date of 17th Oct. has been cancelled. This outward French Mail was due to arrive at Hongkong on November 15th.

SHIPPING IN PORT

STEAMERS.
 CHUAN MARU, Japanese str., 1,006, M. Oka, 18th October—Quinhone 15th October—Salt—Order.
 CITY OF HANKOW, British str., 4,768, W. J. Hannaford, 18th October—Shanghai 15th October—General—Bank Line.
 DEWANGORE, British str., 1,047, C. W. Shorser, 17th October—Manila 14th October—Ballast—Order.
 GLENFERR, British str., 6,221, McGregor, 17th October—Shanghai 14th October—General—Shewan, Tomes & Co.
 HONGWAN L, British str., 2,009, G. King-hore, 15th October—Singapore 7th October—General—Chinese.
 HANOT, French str., 739, Moran, 18th October—Hobow 17th October—General—A. R. Marty.
 KENKON MARU, Japanese str., 2,329, Fujimoto, 16th October—Mojito 10th October—Coal—Mitsui Bussan Kaisha.
 KUM SANG, British str., 2,077, E. Knight, 16th October—Mojito 11th October—General—Jardine, Matheson & Co.
 MAUSANG, British str., 1,043, G. H. Alcock, 11th October—Sandakan 15th October—General—Wood and General—Jardine, Matheson & Co.
 MERIONETHSHIRE, British str., 2,886, H. J. Bennett, 15th October—Tacoma 2nd September—General—Jardine, Matheson & Co.
 LOONGSANG, British str., 1,093, Leask, 16th October—Manila 10th October—General—Jardine, Matheson & Co.
 PERSIA, British str., 2,744, J. Hill, 8th October—San Francisco 15th September—General—P. M. Co.
 PHREUPENN, British str., 1,095, W. C. Bird, 16th October—Saigon 17th October—Rice and General—Order.
 PROMETHEUS, Now str., 1,024, O. Harrow, 15th October—Bangkok 7th October—Rice—Thoresen & Co.
 RHESUS, British str., 6,704, James Inkster, 18th October—Shanghai 15th October—General—Butterfield & Swire.
 SAINT BEDE, British str., 3,148, James Fortbay, 15th October—Manila 11th October—General—Shewan, Tomes & Co.
 SHUTSU MARU, Japanese str., 4,170, M. Uto, 19th October—Manila 16th October—Hemp—Jardine, Matheson & Co.
 TAIWAN MARU, Japanese str., 1,145, H. Sakai, 15th October—Bangkok 6th October—Rice and General—Chinese.
 TAIYU-MARU, British str., 6,021, F. W. Cullum, 16th October—Manila 14th October—General—Butterfield & Swire.
 WIMBLEDON, British str., 2,426, J. Cantell, 18th October—Chingwah 11th October—Coal—Doddwell & Co.
 WING, British str., 1,250, E. P. Partridge, 9th October—Wah 4th October—Rice—Butterfield & Swire.
 YUSANG, British str., 1,127, Campbell, 15th October—Wah 19th October—General—Jardine, Matheson & Co.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	MEMORATHSHIRE	Brit. str.	—	H. Hetherington, R.N.R.	JARDINE, MATHESON & CO., LD.	Middle of Oct.
MARSHALLS, LONDON & VIA SINGAPORE, &c.	NOTARA	Brit. str.	—	F. E. Cope	P. & O. S. N. Co.	About 5th Nov.
MARSHALLS VIA PORTS	KITANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
GENOA & LONDON	CARDILLER	Brit. str.	—	—	MESSENGER MARITIME	On 1st Nov., at 5 P.M.
GENOA	CARNARVONSHIRE	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	About 14th of Nov.
VICTORIA, B.C. & S.W. VIA HONGKONG &c.	GLENGYLE	Brit. str.	—	—	SEAWAN, TOMES & CO.	On 2nd Nov., at Noon.
NEW YORK VIA SUEZ CANAL	AWA MARU	Jap. str.	—	T. Hori	NIPPON YUSEN KAISHA	On 16th Nov., at 3 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	HAWAI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	About 25th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SAINT BEDE	Jap. str.	—	—	DODWELL & CO., LTD.	On 1st Nov., at 10.30 A.M.
SAN FRANCISCO	DAIEN MARU	Jap. str.	—	—	TOTO KISEN KAISHA	On 9th Nov., at Noon.
MEXICAN PERUVIAN & CHILE PORTS VIA JAPAN	CHITO MARU	Jap. str.	—	—	THE BANK LINE, LIMITED	On 17th Nov.
DELAGO BAY, DURBAN, EAST LONDON, &c.	INVERIG	Brit. str.	—	A. Wallace	TOYO KISEN KAISHA	On 10th Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	SEITO MARU	Jap. str.	—	—	THE BANK LINE, LIMITED	On 3rd Nov.
AUSTRALIAN PORTS VIA MANILA	GUMARAT	Brit. str.	—	F. Carter	GIBB, LIVINGSTON & CO.	On 2nd Nov., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	BUCHER	Brit. str.	—	Tomlinson	NIPPON YUSEN KAISHA	On 16th Nov., at 4 P.M.
WEIHAIWEI & TIENSIN	KITACHI MARU	Jap. str.	—	F. C. Gambrell	BUTTERFIELD & SWIRE	On 16th Nov.
WEIHAIWEI & TIENSIN	CHANGSHA	Brit. str.	1 m.	Soyeda	NIPPON YUSEN KAISHA	On 28th inst.
MOJI & KOBE	TANGU MARU	Jap. str.	—	Shane	JAVA-CHINA-JAPAN LIJN	To-morrow, at Noon.
SHANGHAI	TUJIKI	Dut. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI	BUICHOW	Brit. str.	1 m.	Bredley	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
SHANGHAI	KUICHOW	Brit. str.	—	J. H. Lushman	BUTTERFIELD & SWIRE	On 23rd inst., at D'light.
SHANGHAI	WINGSANG	Brit. str.	1 m.	D. R. Davies	JARDINE, MATHESON & CO., LD.	On 24th inst., at D'light.
SHANGHAI	LUCHOW	Brit. str.	—	Campbell	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	YUSANG	Brit. str.	—	A. M. King	DAVID SASSON & CO., LD.	On 27th inst.
SHANGHAI	NEILLORE	Brit. str.	—	Munro	JARDINE, MATHESON & CO., LD.	On 27th inst., at D'light.
SHANGHAI KOBE & MOJI	CHOWANG	Brit. str.	—	S. Homewood	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SHANGHAI VIA NINGPO	YINGCHOW	Brit. str.	1 m.	E. S. Jones	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI	SANUKI MARU	Jap. str.	—	Tenda	JAVA-CHINA-JAPAN LIJN	On 1st Nov., at 5 P.M.
SHANGHAI	TOYONAKI	Dut. str.	—	H. Nomura	MESSENGER MARITIME	On 2nd Nov.
SHANGHAI	POLYNESIAN	Brit. str.	—	Shimizu	NIPPON YUSEN KAISHA	On 2nd Nov., at 10 A.M.
SHANGHAI KOBE & YOKOHAMA	RANGON MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 27th inst., at 8 A.M.
SHANGHAI KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	Murakami	OSAKA SHOSEN KAISHA	On 24th inst., at Noon.
SHANGHAI KOBE & YOKOHAMA	ROSHU MARU	Jap. str.	—	J. S. Thomson	DOUGLAS LAPRAIK & CO.	To-morrow, at 1 P.M.
ANPING & TAIKOW VIA SWATOW & AMOY	HAITAN	Brit. str.	—	A. H. Stewart	DOUGLAS LAPRAIK & CO.	On 26th inst., at 1 P.M.
TAMSUI & KEELUNG VIA SWATOW & AMOY	HAICHING	Brit. str.	—	W. C. Starnmore	JARDINE, MATHESON & CO., LD.	On 23rd inst., at 3 P.M.
SWATOW, AMOY & FOCHOW	LOONGSANG	Brit. str.	—	W. G. G. Leask	BUTTERFIELD & SWIRE	On 26th inst., at 3 P.M.
SWATOW, AMOY & FOCHOW	THAT	Brit. str.	1 m.	J. Walker	JARDINE, MATHESON & CO., LD.	On 30th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	W. M. Messey	BUTTERFIELD & SWIRE	On 25th inst.
MANILA & CEBU ILOILO	TAMING	Brit. str.	1 m.	S. Tokushige	NIPPON YUSEN KAISHA	On 26th inst., at 7 A.M.
MANILA, CEBU & ILOILO	BOMBAY MARU	Jap. str.	—	Terada	OSAKA SHOSEN KAISHA	To-morrow, at 3 P.M.
BOMBAY VIA S'FORE, PORT SHAM, PENANG & COLOMBO	INARO MARU	Jap. str.	—	T. Wakasawa	JARDINE, MATHESON & CO., LD.	On 30th inst.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	F. Wheeler	NIPPON YUSEN KAISHA	On 4th Nov., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	COLOMBO MARU	Jap. str.	—	Sakamoto	JARDINE, MATHESON & CO., LD.	On 31st inst.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Jap. str.	—	Gilroy	JAVA-CHINA-JAPAN LIJN	On 26th Jan.
BATAVIA, CETERIBON, SAMARANG, &c.	TIKEMBANG	Dut. str.	—	D. A. Gardiner	THE BANK LINE, LTD.	To-day, at Noon.
MAURITIUS & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	G. H. Alcock	JARDINE, MATHESON & CO., LD.	On 29th inst., at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & CO., LD.	On 26th inst., at 10 A.M.
SANDAKAN	HINSHU	Brit. str.	—	T. Konishi	OSAKA SHOSEN KAISHA	
HAIPHONG VIA HOIHOW	DAIGI MARU	Jap. str.	—			

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

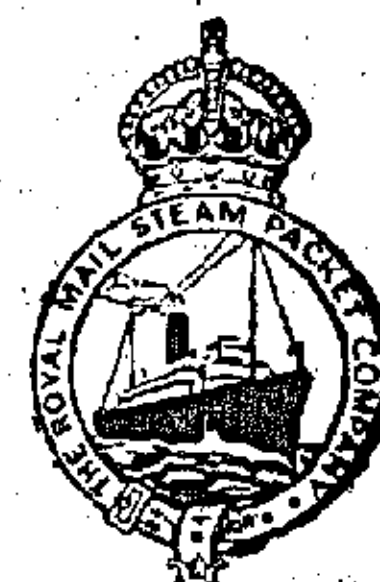
TO	DATE	TIME
MOJI & KOBE	"KUTSANG"	Thursday, 21st Oct., Noon.
SANDAKAN	"MAUSANG"	Thursday, 21st Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 22nd Oct., 3 P.M.
SHANGHAI	"WINGSANG"	Saturday, 23rd Oct., D'light.
MANILA	"LOONGSANG"	Saturday, 23rd Oct., 3 P.M.
SHANGHAI	"YUSANG"	Saturday, 24th Oct., D'light.
SHANGHAI VIA NINGPO	"CHOYSANG"	Wednesday, 24th Oct., D'light.
SANDAKAN	"HINSANG"	Friday, 29th Oct., Noon.
MANILA	"YUENSANG"	Saturday, 30th Oct., 3 P.M.

RETURN TOURS TO JAPAN.
 The steamers "KUTSANG," "MAUSANG," and "FOKSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YAKUSANG," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.
 Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Usakun, Jesselton and Labuan.
 Telephone No. 215.
 For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.
 Hongkong, 21st October, 1915. GENERAL MANAGERS

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
 YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
 Telephone No. 215. AGENTS
 Hongkong, 16th April, 1915.



THE ROYAL
 R.M.S.P. MAIL STEAM
 PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO CHANGE WITHOUT NOTICE.
 HOMEWARD.
 LONDON
 GENOA & LONDON ... "MERIONETHSHIRE" ... Middle of October.
 ... "CARNARVONSHIRE" ... About Middle of November.
 TRANS-PACIFIC SERVICE.
 Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.
 For Freight and Further Particulars, apply to JARDINE, MATHESON & Co., LTD.,
 Telephone No. 215 Sub. Ex. 10.
 Hongkong, 8th October, 1915.

INDIAN AFRICAN LINE.

Large cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGO BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: 3rd November.
 TO COLOMBO: 18th November.
 Connecting with "GUJARAT".
 EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:
 S.S. "SALAMIS" ... From Hongkong: 25th Jan., 1916.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
 FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and passage apply to THE BANK LINE, LIMITED,
 211 MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
 TO
 UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

Subject to change without notice.

For rates of freight and further information apply to THE BANK LINE, LTD.,
 Hongkong, 9th October, 1915. [1061]

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES
 OF THE
 "HONGKONG DAILY PRESS,"
 WHICH ARE REPLETE WITH ALL THE LATEST AND MOST UP-TO-DATE
 APPLIANCES FOR THE PROMPT PRODUCTION OF
 HIGH-CLASS WORK.

10A, DES VŒUX ROAD, HONGKONG.

PASSENGERS.

ARRIVED.

Per *Kanchow*, from Bangkok, Mr. Sleigh and Mr. Beardsley.
 Per *Hinsang*, from Sandakan, Mr. Hongkong, Mr. Leese, Mr. Juster, Mr. Carey, and Mr. Hardwick.
 Per *Haitan*, from Swatow, for Hongkong, Mr. and Mrs. G. L. Grier, Mr. and Mrs. Hunt, Miss L. E. A. G. and Mr. K. Kogare.
 Per *Nagoya*, for Hongkong, from London, Mrs. Hunter and two infants, Mrs. Gill and two infants, Mrs. Hughes and infant, Miss Duncan, Miss Rainey, Mrs. Mitchell and infant, Mr. McCartney, Mr. W. Mackenzie, Mr. A. K. Kibbee, Mr. A. Parsons, Mr. D. J. Kibbee, from Singapore, Mr. J. Hovey, Mr. and Mrs. C. A. Sheppey, Mr. J. E. Edwards, Mr. H. G. Shannon.

SHIPPING REPORTS.

The British str. *Choyang* reports: Gentle north-easterly monsoon and fine.
 The British str. *Haitan* reports: Moderate to fresh breeze.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"MALTA."
 Captain C. C. Talbot, R.N.R., carrying His Majesty's Mail, will be despatched from this port on or about the 22nd October 1915, taking Passengers and Mails for the above Ports, in connection with the Co.'s s.s. "KINROSS," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped at the s.s. "PERSIA," due in London about the 4th Dec., 1915.
 Passengers will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.
 Hongkong, 8th October, 1915. [1]

HONGKONG-NEW YORK.

REGULAR SAILINGS VIA PORTS and SUEZ and PANAMA CANALS.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

FOR NEW YORK VIA PANAMA CANAL, S.S. "SAINT BEDE."

It is intended to despatch the above steamer via Panama Canal, but Owners reserve the right of proceeding via any other route and all liabilities as per Bill of Lading.
 For Freight and further information, apply to DODWELL & Co., Ltd., Agents.
 Hongkong, 13th October, 1915.

THE BANK LINE, LTD.

FOR SAN FRANCISCO.

THE Steamship

"INVERIC."
 Captain A. Wallace, 4,789 tons, will be despatched as above on WEDNESDAY 17th November.
 For Freight and further particulars, apply to THE BANK LINE, LTD., Managing Agents.
 Hongkong, 22nd September, 1915. [1009]

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA ONLY.

THE Steamship

"GLENGYLE."
 Captain R. Webster, will be despatched for the above port on or about the 30th Nov., 1915.
 For Freight, passage and further information, apply to SHEWAN, TOMES & Co., Agents.
 Hongkong 4th October, 1915. [1051]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL BY CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 400 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwellin, is dedicated to Sir ROBERT MARR, G.O.M.G., and Dr. A. REYNOLDS.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

PRICE ... 2s. 6d.

To be obtained from Messrs. KELLY & WALSH, Ltd., Messrs. BARNES & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and BOMBAY VIA	MALTA	10 A.M.	See Special
USUAL PORTS OF CALL	Capt. C. C. Talbot, R.N.R.	22nd Oct.	Advertisement
SHANGHAI	NELLORE	About	Freight and
	Capt. A. M. King	25th Oct.	Passage.
LONDON and BOMBAY VIA	NOVARA	About	Freight and
USUAL PORTS OF CALL	Capt. H. R. Hetherington, R.N.R.	5th Nov.	Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without Notice.
For Further Particulars apply to —

E. A. HEWETT,
Superintendent.

Hongkong, 21st October, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMER	TO SAIL
SHANGHAI	"SINKIANG"	On 21st Oct. 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 22nd Oct. Noon.
SHANGHAI	"LUCHOW"	On 24th Oct. 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 26th Oct. 4 P.M.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 26th Oct. 4 P.M.
SHANGHAI	"YINGCHOW"	On 26th Oct. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 2nd Nov. 4 P.M.

DIRECT SAILINGS TOWARDS RIVER TWICE WEEKLY.
S.S. "LINTAN" and S.S. "SANUI".
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest; Electric Fans fitted; Extra State-rooms on Deck, all on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
S.S. "ANHUI," "CHENAN," "LIANGCHOW," "LUCHOW," "YINGCHOW," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to — **BUTTERFIELD & SWIRE,**
Hongkong, 21st October, 1915. TELEPHONE 35. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Thomson	FRIDAY, 22nd Oct., at 1 P.M.
"HAIMUN"	Capt. A. H. Stewart	THURSDAY, 26th Oct., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 29th Oct., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to —

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 21st October, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.S. "MUTTRA," 4,644 tons, Capt. Hilpatrick will be despatched as above on 25th October.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 19th October, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILAMANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 2nd Nov., 11 A.M.	On 2nd Nov., 11 A.M.
ALDENHAM	On 2nd Nov., 11 A.M.	On 2nd Nov., 11 A.M.
ST. ALBANS	On 2nd Nov., 11 A.M.	On 14th Dec., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Displacement Tons and Speed	Leave Hongkong
DAIREN MARU	5,000 — 15 knots	MONDAY, 1st Nov.
PERSIA MARU	9,000 — 17 knots	WEDNESDAY, 3rd Nov.
CHIYO MARU	22,000 — 21 knots	TUES., 9th Nov.
TENYO MARU	22,000 — 21 knots	TUES., 30th Nov.
NIPPON MARU	11,000 — 18 knots	TUESDAY, 14th Dec.
SHINYO MARU	22,000 — 21 knots	TUES., 23rd Dec.

† Cargo only Omitting Shanghai. • Via MANILA, Omitting Shanghai.
Steamer via Shanghai leaves at Noon.
Manila at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10 — RETURN (6 MONTHS) £120.
" " " NEW YORK	£60. — " " £96.10.
" " " SAN FRANCISCO	£45. — " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamship of the PACIFIC MAIL S.S. Co. or from Vancouver by steamer of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, LOS ANGELES,
SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND
VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000 — 15 knots	Wednesday, 1st Nov.

For Full Particulars as to Passage and Freight, apply to —

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND POLYNE-SIEN	S.S. X	On 2nd Nov.
YOKOHAMA	S.S. X	On 30th Nov.

FOR	STEAMER	TO SAIL
MARSEILLES VIA SAIGON and COCHINCHINA	CORDIERE	On 1st Nov., at 5 P.M.
PORTS	CORDIERE	On 13th Nov., at 5 P.M.
(Without Transshipment)	ATLANIQUE	On 27th Nov., at 5 P.M.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

Subject to immediate alteration without notice.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA MANILA, KEELUNG, SHANGHAI,
NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA

Steamer	Captain	Leaving
"HAWAII MARU"	Saito	MONDAY, 15th Nov., at 3 P.M.
"MEXICO MARU"	T. Jamaguchi	TUESDAY, 16th Nov., at 5 P.M.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM,
PENANG, AND COLOMBO.

Steamer	Captain	Leaving
"INAHU MARU"	T. Wakasawa	THURSDAY, 25th Oct., at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Murakami	SUNDAY, 24th Oct., at No. n.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	WEDNESDAY, 27th Oct., at 8 A.M.

FOR HAIPHONG VIA HOIHOW.

Steamer	Captain	Leaving
"DAIGI MARU"	T. Konishi	TUESDAY, 28th Oct., at 10 A.M.

These Steamers of Coast and Foremost Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Sun Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI
MANAGER.
Second Floor, No. 1, Queen's Building

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
MARSEILLES and LONDON	KITANO MARU	16,000	THURSDAY, 21st Oct., at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	FUSHIMI MARU	21,000	THURSDAY, 4th Nov., at Noon.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AYVA MARU	19,500	TUESDAY, 2nd Nov., at Noon.
	SHIDZUOKA MARU	12,000	THURSDAY, 11th Nov., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, BANGALUA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	HITACHI MARU	11,500	TUESDAY, 16th Nov., at 4 P.M.
	TANGO MARU	13,500	TUESDAY, 14th Dec., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGALUA	COLOMBO MARU	12,500	SATURDAY, 30th Oct.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	BOMBAY MARU	8,000	THURSDAY, 28th Oct.
SHANGHAI, MOJI and KOBE	RANGOON MARU	8,000	TUESDAY, 2nd Nov.
SHANGHAI, KOBE and YOKOHAMA	KAMO MARU	16,000	TUESDAY, 2nd Nov., at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU	13,500	SATURDAY, 13th Nov., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	SANUKI MARU	12,500	TUESDAY, 28th Oct.

§ Wireless Telegraphy.

* Not Calling at Keelung.

SOME PRINCIPAL FARES.

To London	1st Single Yen 600.	To Marseilles	1st Single Yen 550.
" " 2nd Single " 400.	" " 2nd Single " 350.	" " 2nd Single " 350.	" " 2nd Single " 350.
To London, Southampton, Liverpool via New York	1st Single £60.10.		
To Victoria, Vancouver, Seattle, Montreal	1st Single £37.10.		
To Sydney, 1st Single £40.	To Melbourne, 1st Single £41.		
1st Return £72.	1st Return £73.16		
To Yokohama, 1st Return \$150.	To Kobe, 1st Return \$135.		
2nd " \$90.	2nd " \$85.		

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to —

T. KUSUMOTO, MANAGER

TELEPHONE Nos. 292 and 1941

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due
YOKOHAMA	COLOMBO	SHANGHAI	HONGKONG	MARSEILLES and LONDON	LEF	LONDON
		about	about			
Oct. 11	MALTA	Oct. 17	Oct. 23	KHYBER	Nov. 20	Nov. 27
Oct. 23	NOVARA	Oct. 31	Nov. 5	MEDINA	Dec. 4	Dec. 11
Nov. 3	NELLORE	Nov. 10	Nov. 19	MONGOLIA	Dec. 18	Dec. 25
Nov. 20	SARDINIA	Nov. 29	Dec. 4	MALWA	Jan. 1	Jan. 8
Dec. 4	NANFEN	Dec. 13	Dec. 17	MOOLTAN	Jan. 15	Jan. 22
Dec. 18	MALTA	Dec. 27	Jan. 1	NORE	Jan. 29	Feb. 5
Jan. 1	NOVARA	Jan. 10	Jan. 14	MALOJA	Feb. 12	Feb. 19

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A" Accommodation Single	£74.	£111.
"B" " " " "	£68.	£102.
2nd Saloon "A" " " " "	£52.	£78.
"B" " " " "	£48.	£72.
1st Saloon "A" Accommodation Single	£70.	£105.
"B" " " " "	£64.	£96.
2nd Saloon "A" " " " "	£50.	£75.
"B" " " " "	£46.	£69.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave YAMAHA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Leave Marseilles	Leave London
	about	about	about	about	about	about
NAGOYA	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30	Jan. 7
NAMUR	Dec. 6	Dec. 16	Dec. 22	Dec. 28	Jan. 27	Feb. 8
KASHMIR	Dec. 20	Dec. 30	Jan. 5	Jan. 11	Feb. 10	Feb. 17

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.
FARES TO LONDON:

1st Saloon £38 Single £37 Return, 2nd Saloon £24 Single £23 Return

FARES TO MARSEILLES:

1st Saloon £34 Single £33 Return, 2nd Saloon £20 Single £19 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to —

E. A. HEWETT,
SUPERINTENDENT

